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MONTANA AERONAUTICS COMMISSION

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NEWS • LETTER

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JOSH LEE TO ADDRESS FEEDER AIRLINE SEMINAR

(April 25, 1950)

A National Seminar on Feeder Airlines will be held May 25-26 at the Extension Study Center of the University of Oklahoma, Norman, Okla., it has been announced by John Freeman, director of short courses for the university. CAB Member Josh Lee will be a principal speaker. All feeder airlines and applicants for feeder services are being invited as well as Post Office officials, manufacturers and other interested parties.

BILL WOULD MAKE PERSONAL PLANE OWNERS FINANCIALLY RESPONSIBLE FOR DAMAGES

(April 25, 1950)

Rep. John A. McGuire (D., Conn.) has introduced H.R. 8126 which would amend the Civil Aeronautics Act to require the owners of civil aircraft to be financially responsible for damages arising out of the operation of such aircraft. The bill was referred to the Interstate and Foreign Commerce Committee.

McGuire, who owns and operates an insurance business, has expressed concern over the fact that the public is not adequately protected against damages caused by personal aircraft. During recent hearings before the Interstate and Foreign Commerce Committee of which he is member, McGuire has suggested the need for compulsory liability insurance such as is required for car owners in many states. One CAB representative is on record as opposed to such legislation because he feels that the cost of carrying liability insurance would tend to retard the development of the personal aircraft industry.

HOUSE TO TAKE UP TAFT-TEAGUE BILL AFTER APPROPRIATIONS MEASURE

(April 19, 1950)

Aviation interests have received assurances that the Taft-Teague Bill, S. 2596, will be called up for consideration in the House of Representatives immediately after the omnibus appropriations bill has been passed. The bill would write into law existing regulations governing qualifications for flight training which expire with each fiscal year. Legislation covering the Veterans Administration subject. In addition, the bill would provide for Aviation Appeals Board where either flight school or the Administrator of Veterans Affairs can take disputes over what constitutes proper tuition charges. The bill also provides that no tuition rate is established, it shall remain constant after a school has entered contracts to fly for two years.

CAA ISSUES "STANDARD SHEET" FOR AIRCRAFT OWNERS

(April 20, 1950)

A "standard sheet" for use by private aircraft has been published by CAA for distribution to personal aircraft pilots and mechanics. Aircraft Owners and Pilots Association is mailing forms to all members and, in addition, CAA is mailing forms to CAA Designees, licensed mechanics, and new owners of aircraft.

The Malfunctioning and Defects Report, Form 1226 is to be used whenever malfunction of aircraft or accessories occur but does not result in damage which would constitute an "accident". The form will be filled out and mailed by the pilot or mechanic concerned, and will be tabulated in Washington on IBM machines.

It consists of a single sheet which can be folded and sealed for mailing. It requires no postage and provides spaces for writing and a simple outline of information desired. Information provided by the new report will augment that now received in accident reports, which are submitted when damage to aircraft or personnel occurs, and will provide CAA with a current basis for initiating corrective safety action.

LIGHTPLANE PROTOTYPE AID MIGHT NATIONALIZE PRIVATE FLYING, EDITORIAL HOLDS

(April 17, 1950)

The Nationalization of private flying would result from enactment of S. 2984, a bill sponsored by the National Association of State Aviation Officials to provide government assistance in the design, construction and testing of prototypes of personal and industrial planes, states an editorial in the April issue of "Air Facts," edited by Leighton Collins.

The bill, enacted "will be the most deadly thing that could possibly happen to private flying," the editorial said. "Knowingly or unknowingly those who support it are attempting to hurt themselves and private flying over a precipice. Don't let any of them tell you the bill wouldn't nationalize private flying. It couldn't possibly do anything else...

"All we need in private flying is a better understanding of its fundamentals and some rational thinking, and less interference from people who think that by legislation and regulation you can accomplish anything you want to. Private flying is badly afflicted by such people from bottom to top...All we need for private flying is freedom. Our problems are that the number of people who are interested in flying as a hobby is limited. Beyond that, we also have a limit on the number of business travelers who can use the unusual type of low cost (if they can use enough of it) transportation the private airplane can provide. In neither of these difficulties is design so much of a problem as the nature of the airplane itself. It is expensive to use unless you have a lot of use for it. It isn't likely that anyone is going to design really short-range economy into it, at least economy that would lick the automobile, although even that is being worked on by private enterprise, as at this time. But slower or faster, whatever the private airplane's future, let's leave it in the hand of private enterprise and private pilots, else it will surely be lost."

SANDERS INJURED IN ACCIDENT

(April 13, 1950)

Robert Sanders, president and general manager of Sanders Aviation, Inc., world-wide distributors of the Encourse, has been released from the hospital following a fall out from an Encourse on Tuesday. According to company official, Sanders was flight testing the aircraft at a speed of 185 mph, approximately 40 mph over the prescribed maximum allowable airspeed of 145 mph, when the aircraft started to disintegrate. He bailed out successfully but broke a leg on landing in an open field.



STATE OF IDAHO PURCHASES AN AIRCRAFT

(April 17, 1950)

A Cessna 19, has been purchased by the State of Idaho and will be operated by the Department of Transportation. It will be made available to other state departments for the transportation of officials and personnel in their transaction of state business. The plane was purchased with money from the Aeronautics Fund, which is supported wholly by the aviation industry. Purchase of the aircraft was instigated and promoted by the unanimous request of Idaho's airport operators in a petition sent out to the State last June asking that a new, all-metal, four or five place plane be purchased and operated by the State. With this purchase, Idaho joined the ranks of 32 other states that, collectively, own and operate a total of 91 aircraft.

FLATTORP GETS RIGHTS FOR BEECHCRAFT PROPELLERS

(April 17, 1950)

Flattorp Manufacturing Company, Grand Rapids, Mich. has been granted exclusive rights for manufacture, sale and servicing of ROBE and ROGB Beechcraft Controllable Propellers. The propellers, for use with C-45 to Continental engines, will feature the Flattorp "armor coated" blades and the Beech-Roby pitch control mechanism.

NASAA OPPOSING CHANGES IN CAR FOR MECHANICS RATINGS

(March 27, 1950)

The National Association of State Aviation Officials, through its President, Crocker Snow, has filed with CAB a letter opposing changes in present Civil Air Regulations as proposed by CAR Draft Release 44-17. The proposed changes would create numerous mechanics ratings and would require CAA approval of aircraft engine and accessory repair shops. NASAA's objections are:

- (1) The proposed changes are unnecessary since there are no important shortcomings in existing regulations.
- (2) The changes are unreasonable since (a) the definition of major repairs is broadened to include anything which might affect "the performance of an aircraft or any component thereof" and (b) the regulation would eliminate automotive representatives as accessory repair sources unless they obtained CAA approval.
- (3) The changes would adversely affect the personal aircraft user since they would increase the number of certificated mechanics, decrease the number of maintenance locations and increase maintenance costs because a number of certificated mechanics would be required for repairs on one aircraft.
- (4) Owners might be encouraged to operate with defective accessories because of the dearth of repair centers.

BILL WOULD PAY RETROACTIVE OVERTIME TO CUSTOMS EMPLOYEES

(March 27, 1950)

Rep. John Dingell (D. Mich.) has introduced H.R. 7767 which provides that each customs officer or employee or special duty officer or employee shall be paid for Sunday, holiday and overtime work since August 31, 1931. Airline lawyers have not yet determined how this legislation might affect U.S. international air carriers. The bill has been referred to the Committee on Post Office and Civil Service.



AIR FORCE C-47 LANDS ON POLAR ICE CAP

(March 20, 1950)

An Air Force C-47 of the 10th Rescue Squadron made two successful landings on the polar ice cap on March 21 and 22 north of the Squadron's base on Barter Island off the northeastern coast of Alaska. Col. Bernt Balchen, commander of the Squadron, described the landings as "one of the most important events in polar aviation history."

CAA POLING REQUIRES PERIODIC RENEWALS FOR FLIGHT EXAMINER CERTIFICATES

(March 20, 1950)

Pilot examiner certificates will no longer have indefinite duration and must be renewed every twelve months, under the terms of CAA Safety Release No. 332. Certificates of Authority for pilot examiners will include a date of expiration, the airport or area at which an examiner is authorized to give flight tests, a number for each examiner and a list of the designations he holds. The back of each card will list the CAA district offices under which he serves.

Pilot examiner designations issued prior to January 1, 1949, expired December 31, 1949; those issued after January 1, 1949, remain valid for 12 months from date of issuance; and those issued since September 1, 1949, bear an expiration date beyond which flight tests given by the holders will not be honored by CAA.

Pilot examiners are designated as Private Pilot Examiner, Commercial Pilot Examiner, Instrument Rating Examiner, Airline Transport Pilot Examiner, Glider Pilot Examiner, or a combination of these. The Commercial Pilot Examiner has all the privileges of a private pilot examiner. Airline transport pilot examiners may conduct aircraft rating tests for commercial pilots and instrument rating tests for private and commercial pilots, as well as airline transport flight tests.

CAA TO ADOPT 24 HOUR CLOCK BEGINNING APRIL 1

(March 20, 1950)

Civil Aeronautics Administration will adopt the 24-hour clock for all operations beginning April 1. Data supplied to pilots and other operational groups will be based on this standard, which has been in use for military operations for many years. Transcontinental & Western Air will switch to the 24-hour clock for operations on the same date, but will continue to use the 12-hour clock for passenger contacts and on its timetables. Most airlines are expected to adopt the CAA standard for convenience.

SAFETY THEN AND NOW

In 1909 - the horse and buggy peak - 32 persons were killed in accidents and wagons for every 100 million miles traveled. Today, 7 are killed in autos every 100 million miles traveled. Last year only one person was killed per 100 million miles traveled on U. S. scheduled airlines.

These facts are from the National Safety Council. Do the facts back you in what you thought was safe?

YES, SOME STILL SAY FLYING IS DANGEROUS.



BEECH-BONANZA PRODUCTION SOULS WILL INCREASE MAY 1950

(April 27, 1950)

Members of the executive committee of the Board of Directors of Beech Aircraft Corporation, Inc. at Wichita this week gave a report that the production rate for the four-place Beech Bonanza has increased twice since the first of the year and the current production schedule of 10 ships per week is already "sold out" through the middle of July. Bonanza sales during the first quarter totaled 1723 of the total sales units.

The board declared a quarterly dividend of 20¢ per share, payable \$1.22 to stockholders of record on May 8. The company's backlog of orders is approximately \$12,000,000 and the net income was \$230,963 on total sales of \$5,972,500 for the first six months of its fiscal year.

RESTRICTIONS PLACED ON FLIGHTS NEAR HANFORD ATOM PLANT

(April 27, 1950)

A northwest air defense zone blocking the atomic installation at Hanford, Washington, will be activated by the Air Force, effective May 5, according to a notice to airmen issued by the CAA regional office in Seattle. All planes entering the area after that date will be subject to interception if they have failed to file a flight plan or are not readily identifiable. The restricted area is bounded by a line drawn from the coast at North Bend, Ore., to Ontario, Ore., then northeast from Ontario to Superior, Mont., and from Superior north to the Canadian border, then west to the Pacific Ocean and back to North Bend.

PRODUCTION OF THE NEW PA-18 "SUPER CUB", which is claimed to take off and land shorter than any certificated aircraft available today, will be stepped up from the present rate of two per day to three per day by May 12. The PA-18 Model "95" with a 90-hp Continental engine sells for \$5,795. The Model "105", which has a 115-hp Lycoming 108 engine and 40 Ampere flaps, sells for \$2,195.

AIRCRAFT MECHANICS TO BENEFIT FROM LIEN BILL IN KENTUCKY

(April 28, 1950)

A bill providing the same lien privileges for aircraft mechanics as are now enjoyed by automobile mechanics was passed by the 1950 session of the Kentucky General Assembly and will become effective June 15. The Department of Aeronautics has prepared copies of the statutory lien provisions and has distributed same to all flying service operators in the state.

NEBRASKA PLANE TO DEMONSTRATE CROSSWIND GEAR

(April 28, 1950)

The Nebraska State Department of Aeronautics has equipped its Stinson with a crosswind landing gear so as to be able to analyze the advantages and disadvantages of such an installation and to demonstrate the gear to any interested groups in the state. The department also has been experimenting with the use of oral-range receivers but isn't yet convinced that it is well adapted to the needs of the private flyer.

KANSAS FLIGHT OPERATORS CHANGE ORGANIZATION NAME

(April 29, 1950)

Members of the Kansas Flight Operators Association have voted to change the name of the organization to Kansas Aviation Trades Association. The attempt is being made to cut down on the official red tape and cost control division for general aviation operators.



RULES CHANGES IN EFFECT, IN ILLINOIS

(April 28, 1950)

A new Illinois rule and rule amendment by the Illinois Department of Transportation embody several substantial changes, including a revision permitting the certification of single-runway airports. The flight strip on such airports must have an effective length of 1,300 feet based on a 20 to 1 glide ratio and an effective width of 200 feet based on a 7 to 1 side slope. The new rule does not recognize commercial operations from restricted landing areas, but does contain broad exemptions, such as rental of the downed landing space and sales of aviation fuels. As opposed to the old rules, the presence of a full-time attendant is not required on an airport. It is a notice as posted informing transients of the situation.

PILOT REQUIREMENTS TIGHTENED FOR WASHINGTON CROP DUSTERS

(April 26, 1950)

The Washington State crop-dusting code for 1950 has tightened pilot experience requirements on the basis of experience gained last season. The code now requires that each commercial aerial sprayer or duster have on board at least one pilot who has 1,000 hours solo time, "of which at least 200 hours shall be actual experience as pilot while applying chemicals from aircraft in flight." Less experienced pilots may work under a "senior" pilot provided they go through a crop dusting course of approximately 20 hours of flight instruction and 20 hours of ground instruction.

CAA CHANGES PILOT EXAMINER CERTIFICATES

(April 26, 1950)

The Civil Aeronautics Administration has announced three changes in the "designated pilot examiner program." Hereafter the designation will be in effect for only one year. Only one Certificate of Authority will be assigned to each designee. They will be printed on a pocket-size card and all designations will be listed under one number. A third change provides that the certificate will list on the back the CAA District Office under which the designee operates.

Under the new rule, if, for example, a designee holds a certificate as a Transport Pilot Examiner, he may conduct, in addition to airline transport pilot flight tests, aircraft rating tests for commercial pilots, and instrument rating tests for private and commercial pilots. With a commercial pilot examiner certificate, the holder may give tests to commercial and private pilots. The private pilot examiner is restricted to giving tests to private pilots.

HOW TO REVIVE A DEAD AIRPORT

From "Southern Flight"

Do you have an abandoned airport in your vicinity? Does anyone insist on doing anything about it?

"If your town has an airport and a hangar, it is apparent that once upon a time aviation had sufficient standing in the community to warrant the acquisition of the field and building of the hangar. What dampened that early enthusiasm? Was it a bad local accident or a series of accidents? Was it because the town was oversold on aviation? Was the operator addicted to sitting on his fixed base? Or did he find it too much of a job for one man in the face of a common lethargy in the public and the members of the so-called flying public?"

...a pioneer alone can't carry aviation in a town. He has to have a good airport and of course he has to inspire it. Probably one of our greatest handicaps in extending our system of airports was our failure



one of an industry to realize that we needed also to take an organization for promotion and merchandising. At the time we were leaving all our local energies to the planning, engineering and construction, we forgot to plan for the actual operation and promotion of the physical facility we were constructing. We are still slow to realize that on a local level. The result is that we acquire an airport and hire an operator, set him on his back, say "God bless you, my son," and forget him. Then when life all folded up and quiet again with the geese soaring themselves on the runways and the birds nesting in the hangar, someone wakes and wonders why.

What could we do in your case? Just this. Get every one who ever owned or used an aircraft in your town, get the Chamber of Commerce meeting, and as many of the key men in your town as you can, all to sit down and work on the problem. Encourage multiple ownership or flying clubs among those who no longer fly. Start your Chamber of Commerce working on getting an operator even if it means only a one-man operation. But remember that the operator must have business to live and only by use of the airport by the people can he make a living. Interest, not backed up by action, is a starvation ration.

Get your group into the problem of putting the airport itself into a stabilized position in the city government. The best tool for this purpose, we believe, is an active and interested non-salaried legally authorized airport board composed of men recognized as leaders in the community. If your group will push such an airport board or commission with the mayor and city commission, you can probably get it set up.

Then don't quit. Get the board to help on the problem. If an operator can't be found, perhaps they will come to the conclusion that with a subsidy of a small amount per month to cover the management duties, an operator can get started.

Let your larger group help out by organizing flight breakfasts, hangar dances and model contests. The board and your civic group looms much larger in the skeptical eye of the public than one poor, lone operator trying single-handedly to crack the shell of sales-resistance.

Frankly, perhaps we've been too long in the telling, but we've done it in the belief that where aviation has more or less died on the vine, it is harder to build it up than it would be to activate it in a town that was getting an airport for the first time."

